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HAVANA CIGARS and CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
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ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
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Call Flag W.

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PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
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Hongkong, 1st September, 1904.

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FROM THE TRAMWAY TERMINUS
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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
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Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Launch Service for Guests.
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Hongkong, 31st October, 1903.

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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address: "BOAVISTA."
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MACAO

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CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,
Proprietor.

1, 1026

THE WAR.

[RUSSIAN SERVICE.]

THE NORTH SEA OUTRAGE.

LONDON, 25th October.

Count Beckendorff has arrived in London from Germany. On his arrival at the station a small crowd, which had collected, hooted him and a youth attempted to break the windows of the carriage.

Universal indignation is expressed in the foreign press concerning the outrage. The German papers describe the Baltic fleet as a disgrace and a danger, and says if it ever arrives in Japanese waters the ships will be sent to the bottom like paper boats.

Mr. Balfour has replied to an appeal from the Mayor of Hull for strong measures, that he may have full confidence in the action of the Government. The indignation in the country is most intense. The associations of trawlers and owners at various ports have sent strongly worded protests to the Foreign Office.

LATER.

Lord Lansdowne has demanded due apologies, compensation to the sufferers, a prompt enquiry, and the punishment of those responsible for the outrage in the North Sea. The Tsar has telegraphed to the King expressing his deep regret.

MACAO.

[FROM OUR CORRESPONDENT.]

26th October.

REMEMBERING A ROYAL DEMISE.
About fifteen years ago, King D. Luis died, and the event was recalled to the memories of loyal Portuguese by services at the Cathedral on the 19th instant. The Governor attended, with his Aides, the Municipal Council, Army and Navy officers, and public functionaries. The whole strength of the clergy, headed by the Bishop and the Canons, and the boys and girls from the College, assembled to pray for the late King. Minute guns were all the while fired from the Monte Fort, the church bells tolled, the Guard in the Church compound fired three volleys, and the Military Band played. The pace of Macao's flagging pulse was accelerated by this unwonted animation in honour of a dead king.

ANOTHER PROCESSION.
Yesterday there was a pretty procession in honour of St. Marguerite, in whose honour a large number of young girls assembled at St. Joseph's Church.

OUR FRENCH GUESTS.
Yesterday morning Admiral Bayle in the destroyer *Pistolet*, with three other destroyers, *Javeline*, *Mousquet*, and *Fronde*, arrived here. The gallant admiral was entertained by our Governor. After dinner, there was a soiree at the Macao Club, where dancing was indulged in until two o'clock this morning. The French Admiral's Band and the Macao Military Band played in turns. The decorations were very pretty, and the diversity of uniforms made a very brilliant scene. Many of the naval, military, and official guests were wearing decorations and orders. There was a striking mixture of sartorial colouring among the unofficial guests, there being ball dresses and walking costumes, mess jackets and smoking coats enough to remind one of a fancy dress ball. However, the spirit of the crowd was good, and a very happy time was spent.

The Admiral with his squadron left Macao this morning, receiving the ordinary salute from the Fort. A guard of honour had been posted on the wharf at 8 a.m.

EMBARRASSING AMENITIES.
It is the fashion and the proper thing now here, if you happen to know your friend's birthday, to serenade him or her at midnight with a fire-cracker fusillade. There need be no apprehension that the compliment will go unappreciated. The neighbours always seem to be awake to what is going on.

THE WEATHER.
Picnics are the order of the day now that the weather is so settled and fair. On Sundays it is almost impossible to find a suitable place unoccupied.

MUTTON FOR JAPAN.

An interesting departure is about to be taken by the Osaka-fu Government. The authorities have decided to encourage sheep-rearing among the farmers, and with this object investigations have been made into the importation of sheep at Yokohama and Kobe. During last year 883 sheep were imported into Kobe, and 830 at Yokohama, all coming from Shanghai, the dressed carcasses weighing on an average from 45 to 55 kins. It is pointed out by those in favour of the scheme that mutton is palatable and wholesome, and ranks among the best of meats in Europe and America. In Japan the breeding of sheep is entirely neglected, and mutton and wool are consequently imported from abroad. If farmers rear sheep, the authorities think the demand for mutton will greatly increase, resulting in large profits. It would be interesting to know if the authorities have well considered the question of pasture lands, for it is well known that the experiment has previously been tried in Japan with ill success. The Japanese farmers will first have to grow grass of a more succulent sort than they have now.

INTERPORT CRICKET.

HONGKONG PROBABLES.

Members of the Hongkong Cricket Club are displaying commendable activity preparing for the forthcoming Interport Cricket Matches. On Wednesday a practice match, Probables v. Naval Team, was played. There was no winning about the game—just practice. When a man made 35 runs he had to retire.

Lieut. Lumsden has returned, and is showing very good form.

To-morrow's fixture on the Cricket Ground will be R. Hancock's Twelve v. the Next Sixteen.

It is probable that after this game eight or nine of the Interport men will be selected. Those most likely to be picked are R. Hancock, H. Hancock, J. T. Dixon, Lieut. Lumsden, Lieut. Heath, T. Sercombe Smith, T. E. Pearce, W. Dixon, and R. E. O. Bird.

There are chances of H. Arthur coming down from the West River to act as wicket keeper in the Interport Matches. If he does he will be a great acquisition. The remainder of the team will most likely be picked from the following: Barnes, Lieut. Airy, Major Chichester, A. G. Ward and F. Matland.

Men in the team pick their own captain; R. Hancock is sure to be chosen.

The new pavilion ought to be ready in a week's time. Moving in may commence to-morrow.

The following teams have been selected for to-morrow's fixture, and those players unable to take part are asked to notify the Secretary. Play starts at 11 a.m. sharp.

R. HANCOCK'S XII.
Mr. R. Hancock
Mr. H. Hancock
Lieut. P. M. Heath (110 M.)
Mr. W. T. Lumsden, R.N.
Mr. T. S. Smith
Mr. A. G. Ward
Mr. J. O. Airy (114 M.)
Mr. R. E. O. Bird
Mr. T. E. Pearce
Mr. J. T. Dixon
Mr. Walter Dixon
Major Chichester

MR. MACKENZIE'S TEAM.
Mr. A. Mackenzie
Mr. R. Barnes, R.N.
Capt. Harris, R.M.A.
Col. Moss
Lieut. S. Harvey, R.A.M.C.
Mr. C. M. G. Barnes
Mr. W. Daniel
Mr. C. H. Mackay
Mr. H. D. C. Bailey
Mr. A. O. Lang
Mr. J. Clark
Mr. W. W. G. Ross
Mr. J. Hooper
Mr. Edwards
Mr. Butler
Hon. Dr. Atkinson
Eng. Lt. de Faria, R.N.

Mr. Mackenzie's team bats first and eleven men only are to field at one time.

KOBE v. YOKOHAMA.
The Interport Cricket Match between Kobe and Yokohama was concluded at Kobe on the 19th inst. Yokohama won by 9 wickets and 1 run.

LEAGUE CRICKET.
To-morrow two Cricket League matches will be played at Happy Valley, Craigengower C.C. v. Police C.C., and the 33rd Co. R.G.A. v. the Royal Engineers. The Cricket League table up to date is as follows:—

Club	P.	L.	W.	D.	Pts.
Army Ordnance	3	3	—	—	9
Hongkong Police	2	2	—	—	6
Civil Service	2	1	—	—	3
R.A.M.C.	4	1	3	—	3
Craigengower	1	—	—	1	1
33rd Co. R.G.A.	2	—	1	1	1
Kowloon	2	—	2	—	—

The highest individual scores of 50 and over in the league matches last season were the following:—

Capt. Davies (A.O.C.)	100 (Not out)
Sergt. Major Webb (A.O.C.)	82
Lillywhite (A.O.C.)	68
Gray (H.K.C.C.)	64
Gray (H.K.C.C.)	58
Horton (Craigengower)	57
Ross (Craigengower)	56
Lambie (Civil Service)	55 (Not out)
Bass (Craigengower)	53
Brown (Craigengower)	51

The best bowler cannot be ascertained, as some clubs did not record their bowling analyses. The highest total in a single innings was that of the Craigengower C.C., which scored 189 runs for seven wickets as against the Parsloes' 59.

A LEAGUE CUP.
Mr. G. Hoggarth, a member of the Civil Service Club, has written to the committee of the Cricket League asking them to accept a cup, to be presented to the batsman who makes the best average in the League's fixtures. The presentation is to take place at the end of the present season, so that the cup will, if accepted, be won outright and become the property of the best batsman.

FOOTBALL.
H.K.F.C. v. H.M.S. "GLOBE."

The above match was played at Happy Valley yesterday afternoon. The teams were as follows:—

Club:—F. H. Kew, goal; R. H. Crofton and E. F. Annett, backs; A. O. Brown, H. C. Gray and G. C. de Martin, halves; W. H. Williams (capt.), N. H. Rathford, R. Macpherson, W. G. Leckie and H. L. Garrett, forwards.

H.M.S. "Globe": Lieut. Cantrell, goal; Sub-Lieut. La Page and Urie, backs; Price, Joy and Croft, halves; Drury, Mansforth, Mr. Bell, Mr. Woolley and Lawrence, forwards.

In the first half the "Globe" scored four goals in the following order: Bell, Woolley, Bell, Bell.

The Club did not score.

Half-time: "Globe", 4; Club, 0.

In the second half play was much more even, but the "Globe" had still the best of it. Lawrence ("Globe") scored one goal, and Williams (Club) one.

Result: "Globe", 5; Club, 1.

The six-side series of football matches is now ended. The final table is as follows:—

Team	P.	L.	W.	D.	F.	A.	Pts.
Gray	7	6	0	1	8	2	13
Williams	7	5	1	1	14	1	11
Knyvett	7	3	1	3	8	7	9
Sandford	6	3	3	0	7	11	6
Rathford	6	1	2	3	5	3	5
Annett	6	1	3	2	5	4	4
Chard	6	1	5	0	4	10	2
Boyd	7	0	5	2	3	11	2

The remaining six-side matches, Sandford v. Knyvett, and Williams v. Chard, have been scratched.

A Rugby match, H.K.F.C. v. the United Services, will be played to-morrow (Saturday).

INTIMATION

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We beg to notify our Customers and the Public Generally that we have now REMOVED our Large and Selected Stock of WINES and SPIRITS in Wood and Bottle to the Callarage occupying the whole of the Space under ALEXANDRA BUILDINGS, and have now the LARGEST AND BEST STOCKED WINE VAULTS IN THE COLONY.

We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
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P.O. Box, 33. Telephone No. 12

BIRTH.

On 27th October, at No. 3, Ormeau Terrace, Kowloon, the wife of O. WAGNER, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 28TH, 1904.

Few Governments have done less to beautify a city than that of Hongkong has done to adorn Hongkong. With the exception of Mr. J. M. Price—whose name will ever be held in grateful remembrance in the Colony—neither the various Directors of Public Works nor the successive Governors have contributed in any serious way to the ornamentation of the Colony. To Mr. Price we owe the Bowen Road, for which he fought gallantly instead of bringing, as he might have done, the water in pipes along the hill sides. To him also we are indebted for the laying out of the Glenelg Ravine, a work partly spoilt by a subsequent sordid Government who allowed some hideous tenements to be thrust into its heart to its great disfigurement. To him likewise we owe many ornamental and easy flights of granite steps where before were unsightly tracks or breakneck stones, equally unpleasant and unsafe. Retaining walls erected by him were enduring and slightly; they never came down and blocked up the road but remain as substantial as when first erected. Mr. Price would have done much more had not his efforts been greatly limited by the difficulty of obtaining votes for anything except strictly utilitarian works. He therefore endeavoured always to combine utility with some regard for ornamentation. No doubt he spent a little more money than his successors, but the colony got good value for the outlay, which has not always equally been the case since.

No Governor of Hongkong unfortunately has ever had much of an eye for the beautiful or the ornamental, and everything artistic or tasteful in the Colony has been the fruit of private enterprise. All the public buildings erected by Government are either truly hideous or crudely plain. The present Law Courts are irredeemably ugly; the Market House little short of frightful; the Government Offices severely plain and solemn, the Post Office contemptible. The City Hall, which alone has some pretensions to architecture, was not built by Government, having been raised by subscription. Government House is solid and substantial, and its extreme simplicity is redeemed by its charming setting of foliage. Taken altogether, however, it is simply marvellous how our predecessors seem to have conspired to preserve a uniformity of ugliness in our surroundings. Seeing how dull, grey, and squalid is the outlook in the native quarters of Victoria, it might have been thought they would have done something to create a contrast to the dead level of Chinese unconcern.

Even up to the present moment this tendency of the official mind remains to vex those of us who have any yearnings after the beautiful. The City Square, which might for some years have been a thing of beauty and a feast to the eye, still remains on the one side a howling waste, though the Hongkong and Shanghai Bank and Sir PAUL CHATER have done their part in making the western half—the former by their tastefully railed and well-kept gardens, and the latter by the erection of a stately pile, the Prince's Buildings. It is true that the new Law Courts will be a fine building when completed, but during the decade in which they have been nebulous the ground might have been laid out and rilled off to match the Bank's bright parterres and green turf. True also it is that Sir HENRY BLAKE promised that the site opposite the Hongkong Club (now occupied by a matchless in which a section of the Police is quartered) should be laid out as a garden, but the fulfilment of this scheme, like his new Clock Tower, seems fated to be relegated to some distant future for the enjoyment of another generation of colonists. We are not aware whether, and to what extent, Sir MATTHEW NATHAN is influenced by love of the beautiful, but we sincerely hope that His Excellency will recognise that there is really no necessity why the centre of the city should remain indefinitely disfigured for the benefit of contractors. The Praya Reclamation work is practically finished and the office devoted to it might now be removed, and the ground opposite to the Bank Gardens in front of Queen's Buildings might be cleared, laid out and fenced in, ready to receive the statue of the Prince of WALES which is being presented to the Colony by Mr. J. J. BELL IRVING. That of His Majesty King EDWARD VII. to be presented by Sir PAUL CHATER, which will arrive here simultaneously with it, will find a site, we believe, in the Bank Gardens facing Queen's Victoria's statue. While this portion of the square is being laid out there ought to be no great difficulty in similarly treating the ground in front of the new Law Courts. The contractor has been accorded facilities for doing the work which are never allowed to contractors employed by private individuals, and it is absurd to suppose that he will need so much space. The ground should be laid out and the statue of the Duke of CONNAUGHT rescued from its present squalid surroundings. As we have remarked above, the square has for many years been given up to rubbish heaps, and it is more than time that an effort should be made to redeem it from its shabby desolation. The Public Works Department will, as a matter of course, say this is impossible, but Sir MATTHEW NATHAN is not Sir HENRY BLAKE, and will know how to surmount that difficulty.

The U.S.S. *Collas*, gunboat, from Macao, is anchored at the foreign man-of-war anchorage, Kowloon Bay.

The Ceylon Volunteer Rifle Association is considering the question of sending a team to compete at Bisle.

Mr. R. Perez of Chetoo, proprietor of the Beach Hotel, has now taken over the interests in Shanghai and outposts of A. Chazalon, which will be carried on as R. Perez & Co.

The agreement relating to the employment of Mr. Mogata as financial adviser to the Korean Government was signed in Seoul on the 14th inst. Poor Corea has to pay Mogata a more salary than Japan pays the Prime Minister.

Up to the 14th, reports the *Japan Gazette*, 13,217 blankets have been contributed by Yokohama people, while the number of contributions in Tokyo reached 70,178. Some 1,000 blankets have been sent in by Dr. Takata, Director of a Tokyo hospital, alone.

President Roosevelt yesterday celebrated his 47th birthday.

The time ball will be dropped on Sunday at 23m. 18s. to 1 and not at 23m. 18s. to 12, as previously stated.

A meeting of Dothen, Mark Lodge will be held at the Masonic Hall, Zetland Street, this afternoon, at 5.30 p.m.

The Hongkong and Whampoa Dock Co. are hurrying up work on the new surveying steamer *Fathomer*. Before long she will undergo her trial trip.

The s.s. *Agincourt*, recently saved by Mr. J. W. Jameson, is still anchored off North Point. No repairs have as yet been effected. The vessel went into dock for survey.

Mr. F. A. Hazeland, Second Police Magistrate, arrives from Hong Kong by the P. & O. s.s. *Ceylon*. Mr. H. H. J. Gompertz is Senior Police Magistrate, and Mr. J. H. Kemp, now Acting Second Magistrate, Deputy Registrar.

Mr. Alfred Beit, the South African millionaire, has presented the Transvaal Government with his very fine estate near Johannesburg, as an educational endowment. The estate is valued at £80,000.

The *Chronicle* tells this story of Sir Robert Cranston, the present chief magistrate of Edinburgh. Sir Robert, it has to be explained, keeps a shop, and is a keen officer of Volunteers. One day during the Boer war, he was busily employed with business affairs at the rear of his premises when a shopman approached and informed him he was "wanted at the front."

"Good gracious!" cried the Lord Provost feelingly, "is Lord Roberts dead?"

A Consular return of the number of cases of plague in Formosa, where the pestilence has been prevalent since May last, shows a great decrease in both cases and deaths. From the outbreak of the disease to the 30th ultimo the number of cases reported was 4,167, and the deaths 3,973, but 99 per cent. of those were reported previous to August 31st last. Since that date only 14 cases have been reported, and of these 13 proved fatal. By far the greatest mortality occurred in Tainan-ko.

Fire Brigade's winter drills have been commenced. The Brigade is to drill in two sections, as was the practice last year. On Wednesday morning drill took place behind the Ko Shing Theatre, and yesterday morning at the rear of the City Hall. In future all of the drills will be carried out at the back of the Ko Shing Theatre. The drills have been well attended, close on 20 Europeans and a good force of Chinese being present. The officers in charge were Mr. E. R. Hallifax (Deputy Superintendent of Police), Chief Inspector Baker, and Assistant Engineer Lane. The men practised with the ladders, life-saving appliances and the hose carriages.

The *Ceylon Times* reports an interesting order in the case in which Mr. Perumal, of Messrs Brodie & Co., was charged in the Colombo Municipal Court, under section 13 of 1889, with acting as a broker without licence. The magistrate holds that it cannot be fairly said that the accused carried on the trade or business of a broker, though he does, in actual fact, what amounts to broking. But any traveller for a firm, the magistrate says, does this. The accused is a broker in the employment of Messrs Brodie & Co., and considering that he has no separate business of his own, nor even his own office, and does not broke for anyone but this particular firm, the magistrate holds that he does not come within the meaning of the section relating to brokers.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programmes of music, at the King Edward Hotel, during dinner, this (Friday) night:—

March:—"Zaza"..... Klein
Overture:—"Margherita d'Angou"..... Meyerbeer
Selection:—"All the Girls"..... Williams
Pavane Solo:—"Madrigal"..... Danvers
Selection:—"Reminiscences of England"..... Follet
Waltz:—"Reverie"..... Contorno
Barcarolle:—"Characteristics"..... Contorno
Menu:—Hors d'Oeuvre—Shed Cucumbers, Tomatoes, and Green Peas, Red Fish on Toast, Soup—Ox Tail, Fish—Baked and Mushrooms, Entrées—Lardet Brisket of Pigeon, Grill—Fillet of Beef and Potato Chips, Sausage on Aspic, Joists—Roast Beef and Yorkshire Pudding, Roast Capon, Cold York Ham, Curry—Shrimps, Salad—Scotch, Vegetables—Boiled Potatoes, Chipped Potatoes, Green Peas, and Cabbage, Sweets—Sand Cake, King Pudding, Rose Ice Cream, Finger Cake, Dessert—Fruits in Season, Tea and Coffee.

A German gentleman, Mr. Bernard Donath, passing through Colombo on his way home, was interviewed by the *Times of Ceylon*. Mr. Donath, who was just from Port Arthur, said: "I should say that at the least, without starving, there is sufficient food in Port Arthur for another seven or eight months. I also think there is plenty of ammunition there too. Port Arthur is so well protected by its situation that, in my opinion, it is impregnable. Both from the sea and from the land. From the sea side it is stronger." Mr. Donath drew a very pleasing picture of General Stoessel, who is now the chief man in Port Arthur. He is a fine tall man, with a long grey beard, entirely unaffected, and so kind to everyone that he is called the "Father General" by the people there. He is frequently to be seen going round to cheer them up, and has a good word for everybody. His wife, too, is an active woman. Of General Kuropatkin, also, he entertains the greatest admiration and thinks the fact that Russia is now taking the offensive a most significant fact. He mentioned that General Kuropatkin had with his own hand shot three members of the Russian Commissariat for supplying rotten food. Of Alexieff he says that the Viceroy is a man of enfeebled health and a victim to chronic rheumatism and other ailments.

A Chinese coolie has been admitted into Government Civil Hospital suffering from a fractured skull. Another coolie, it appears, assaulted him with a piece of wood. A man has been arrested.

The *Jiji* learns that the Russian Government has applied to the Japanese Government for the exchange of three Russian naval officers who were captured with the R.V.F. steamer *Ekaterinof*, against Japanese prisoners detained by Russia. The Japanese Government has agreed, asking in exchange the release of Major Togo and his party, who were captured in North Corea in February last. The Russian officers whose release is sought are at present at Matsuyama.

The *Kreuzzeitung* publishes an article headed "Germany and Mr. Chamberlain," in which Mr. Chamberlain's Fiscal policy is described as progressing, though slowly. While the writer admits that great difficulties stand in the way of its achievement, he admonishes German politicians to watch very carefully the progress of events in Britain, and especially not to provoke Mr. Chamberlain, "as he is the only powerful man whom Britain apparently possesses."

The *Berliner Tageblatt* publishes an account of an extraordinary incident which, it states, is creating a sensation in Strasbourg. A young artillery cadet seeing the servant of a well-known lawyer of that city riding a bicycle mistook his livery for uniform, and angrily rebuked the man for not saluting. Whereupon the man, who was a Bavarian, jokingly explained the difference between a civilian's livery and a soldier's uniform. The enraged cadet called a passing soldier and had the servant arrested. The man was subsequently released, and complained to the colonel of the regiment, who upheld the cadet's action, maintaining that he had the right to run his sword through the servant as the latter had insulted the German uniform. The servant will now have to appear before a court of law for insulting the cadet.

A NEW FERRY COMPANY.

It is reported that a syndicate has been formed in Hongkong to run ferry boats between Hongkong and Kowloon, in competition with the "Star" Ferry Company, which has proved such a lucrative concern. The boats, if possible, will run from the Douglas Wharf to Blackhead's Pier. We understand that so far no ship-building firm in the Colony has received orders to construct the boats.

PILOTS' EXAMINATION.

An examination of candidates for Hongkong Pilots' certificates was held at the Harbour Office yesterday afternoon. The examiners were Mr. Basil Taylor, Assistant Harbour Master; Commander G. W. Daves, R.N.; Lieut. J. F. Knox, King's Harbour Master; Capt. F. A. Brown, of the Hongkong and Kowloon Wharf and Godown Co.; and Capt. T. P. Hall, the surveyor.

Capt. Thomas William Groves passed his examination, and two other Europeans and a Chinaman failed. Other candidates will be examined next Thursday. There are about 18 in all, half being Europeans and the other half Chinese. When a candidate fails he cannot be re-examined till all the other candidates have been examined.

VOLUNTEER CAMP.

There was nothing of particular interest at the Volunteer Camp yesterday, and, as everybody was more or less fatigued after guest night, the evening was quietly spent. At six o'clock yesterday morning the first and second companies were put to Maxim and 15-pr. drill respectively, and the Volunteer Engineers on company drill. Later in the day some of the men practised with the mackometer, others had Maxim practice at the range, and the Engineers musketry. At a quarter to five in the afternoon the Artillery were put through battery drill, while the Engineers received instruction by mechanics at Stonecutter's West. Including to-day, there are only three more whole days in camp. The camp will be struck on Monday.

VOLUNTEER MOUNTED TROOP.

Although some of the members of the Hongkong Volunteer Mounted Troops have at present Australian waters for mounts in time all will ride on China ponies. The Troop are chiefly intended to be available for scouting work, and carrying messages for the Military in time of war. In their drills they will learn by experience every nook and corner on Hongkong Island and in the New Territory. Waters, of course, would be of little service on the hilly slopes at either side of the harbour, and there is little else. In the opinion of some motor cycles would be even more serviceable than China ponies. The question is, how many volunteers would so equip themselves? As but a limited number of scouts are considered necessary the Hongkong Volunteer Mounted Troop is at present restricted to 25 members, not including Lieut. the Hon. Gresson in command. Several applicants have been refused, but, however, it is possible that the strength of the Troop will be increased later on.

HONGKONG RIFLE ASSOCIATION.

It is probable that very much the same team as that which took part in the Interport Rifle Match will shoot for Hongkong in the Imperial Rifle Match. Teams competing in the Imperial Rifle Match will, as usual, be representative of the whole British Empire—that is, Australia, Canada, South Africa, India, New Zealand, Ceylon, Hongkong, Straits Settlements, etc., etc. The time allowed for shooting is from about the middle to the end of December.

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31299/31323, 31324/31348, 31349/31373, 31374/31398, 31399/31423, 31424/31448,

TO LET.

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG
ROAD, facing Race-course.
FLATS in MORTON TERRACE, facing the
Polo Ground.OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE PIER).
GODOWNS; PRATA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 19th June, 1904. [175]

TO LET.

NO. 58, CAINE ROAD, European

Residence, consisting of SIX ROOMS,
with Verandah, Separate Kitchen, Bathrooms,
and a Fine View of the Harbour.
Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. [2448]

TO LET.

TWO ROOMS, on the First Floor of

Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 6, UPPER MOSQUE TERRACE,

European residence; just renovated,
painted and coloured; immediate possession.
Apply to—
G. J. SEQUEIRA.
Care of A. R. Marty.
Hongkong, 25th September, 1904. [2321]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [365]

TO LET.

FINE LARGE STORE, in Queen's Road

Central (Best Part).
Apply to—
X.
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2131]

TO LET.

FURNISHED ROOM, with Board, from

date; Tennis Court attached; near Kow-
loon Ferry, Kowloon.
Apply to—
C. L.
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.

THE whole of the SECOND FLOOR of

No. 34, QUEEN'S ROAD CENTRAL,
formerly known as the Alexandra House,
opposite the Post Office. Also Rooms or Offices
on the First Floor of same address.
Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2449]

OFFICE TO LET.

FIRST FLOOR, No. 10, Queen's Road

Central.
Apply to—
WANG HING.
Hongkong, 24th October, 1904. [2506]

TO LET.

TWO LARGE ROOMS, suitable for Offices,

situated on the 2nd FLOOR of New
Building, Electric Light and Elevator.
Apply to—
A. G. I. S.
Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2287]

TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms)

(with Kitchens, Bathrooms, and Servants'
quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET.

THREE FIRST-CLASS SHOPS,

European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rentals.
Apply to—
HUMPHREYS' ESTATE &
FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350]

TO LET.

A LARGE OFFICE on Ground Floor, of

No. 2, Wyndham Street. Possession
1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya

East. Four Rooms and Kitchen, Serv-
ants' Quarters, Bathrooms, Hot and Cold
Water. Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET.

TO LET.

BANGOUR (PEAK).

THE EYRE (PEAK).

ONE HOUSE on the LOWER TERRACE

of BELLIOS TERRACE. Nos. 11, 13 & 21.

BEACONSFIELD ARCADE, No. 14.

ONE SHOP in BEACONSFIELD AR-
CADE.
Apply to—
LINDSEY & DAVIS.
Hongkong, 3rd October, 1904. [2363]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the

Ground Floor of the Annex, suitable for
Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

2ND and 3rd FLOORS, No. 35, QUEEN'S

ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [74]

TO LET.

NO. 6, DES VUEX ROAD (opposite

King Edward Hotel), ONE or TWO

FLATS of Five Rooms each and Servants'
Quarters.
THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENT-
RAL, on the same floor as that occupied by
the China Fire Insurance Co.
ROOMS in College Chambers.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 25th September, 1904. [2322]

TO LET.

ONE COMFORTABLY FURNISHED

ROOM with Bathroom, &c., in 35,
ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. [2331]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

DAVID CORSAIR & SON'S.

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.
Sole Agents
[3486]

INSURANCES

L'UNION OF PARIS FIRE INSURANCE

COMPANY, LIMITED

THE Undersigned having been appointed

AGENTS for the above Company are

prepared to accept Risks against Fire at current

rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [105]

AACHEN and MUNICH FIRE IN-

SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.
REUTHER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [9]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1887. [29]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accep

First Class Foreign and Chinese RISKS

against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH and MERCAN-

TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903.

£16,898,650.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 3,656,961 12 3

The Undersigned AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th June, 1904. [1885]

THE

WESTERN ASSURANCE COMPANY OF

TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed

AGENTS for the above are prepared to

accept risks at current rates.
ALEX. ROSS & CO.
Hongkong 28th April, 1904 [1121]

WAR AND FINANCE.

The following extracts are from a special

article in the Times:

The cost of modern war is not light, and

when the campaign is fought out 5,000 miles

from the heart of an Empire it is not lightened.

We know to our cost that we cannot maintain

300,000 men in the field in South Africa at

a less expenditure than a million and a quarter

a week, even given the business aptitudes of

our people and the almost unimpairable homes of

all branches of the administration. What

is the war costing Russia and Japan?

As regards our ally, considerations of finance

have from the first received as close attention

as the armed forces of the State themselves.

Iron and gold weigh equally in the military

scales, and it is the particular merit of Japan

that she has prepared herself to face a long and

arduous struggle, not only by intelligent use of

army and navy, but also by the most economical

conduct of her national resources. These ac-

cquainted with the financiers of modern Japan

believe them to be as accomplished in their

branch, and as efficient, as the fighting services

are in theirs. The annual expenditure of Japan

amounts to 25 millions sterling in a normal

year; her debt at the outbreak of war was only

56 millions, and but a part of this was held

abroad. Russia, on the other hand, has a

budget showing 232 millions on the side of

expenditure and a debt of 4,064,504,061 (on

January 1, 1902), requiring annual payment of

31 millions—about 10 per cent. of the total

of which at least 20 millions have to be paid annually

to foreign bankers, mainly French, since France

holds at least one-half of the Russian debt.

The Russian budget shows an expenditure of

£1 17s. per head of population; that of Japan

about 10s. The Japanese army costs about four

millions a year; that of Russia ten times as

much. The Japanese navy costs three millions

a year; that of Russia four times the amount.

If the successes of Japan represent a great

military achievement, they are also a financial

miracle.

If it be objected that, in the recent loan

raised abroad, Japan consented to very onerous

terms, it must be recalled that the arrangements

were practically concluded before the first

collision between the land forces, and that until

Japan had proved herself a match for Russia

on shore, it was only natural that foreign

financiers should hesitate to commit themselves

except on their own terms.

The last war with China cost Japan £3,000

a day, and in view of the greater effort of the

present campaign, it is calculated that she is

now spending £100,000 daily, or, roughly

speaking, £3,000,000 a month. During the

war with China the total expenditure from

June, 1894, to November, 1896, amounted to

200,475,508 yen, of which only 35,955,187 yen

were on account of the navy. This expenditure

was met by 116,804,920 yen subscribed to public

loans and by 78,957,165 yen from the indemnity

fund, besides some small private contributions,

receipts from the occupied territories, and the

Treasury surplus. The maximum monthly ex-

penditure at the height of the war never

reached 20,000,000 yen, and the average daily

cost during 1894 and 1895 works out to the

figure already given, the yen being taken at

2s. 6d.

The daily average of £100,000 is necessarily

only an approximation, and may be subject to

expansion or contraction with the ebb and flow

of the tide of success.

Every coolie employed by Russia in Man-

churia costs hard cash, and in time of war the

cost of labour, other, of course, than the coolie,

amounts to four or five times the figure of

times of peace. It is not prudent to resort to

forced labour when an army depends so largely

upon the goodwill, or at least the passive

neutrality, of a native population; nor can

coolie labour be dispensed with in a mountainous

district, if the military administration has not

foreseen and provided an adequate transport

corps of its own.

For these reasons, amongst others, Russia

will necessarily incur greater expense upon the

theatre of operations than Japan, while her line

of operations is immensely longer, and con-

sequently more costly to maintain. It is true

that the Trans-Siberian is a Government un-

dertaking, and that the cost of transport will

not represent all that is visible drain upon the

Treasury that ours had to bear for the hiring

of ships and demurrage. But the war and ter-

will be very great, and the indispensable ex-

penditure upon rolling stock, rails, and the

up-keep or improvement of the permanent way

will be very heavy. Again, the mobilization of

the Baltic squadron, whether it results in a

cruise to the East or not, entails heavy outlays,

as does the purchase of potential cruisers in

Germany and their equipment and supply, while

in many other directions expenditure will mount

up, probably with excessive rapidity, owing to

the inferiority of Russian methods of adminis-

tration.

Russia has invested 32 millions sterling in her

Pacific squadron, which hardly is destined to

pay much interest. She is not only faced with

the task of practically rebuilding a fleet, but

also has to bear the cost of raising and main-

taining troops at home to take the place of those

sent out to the East. Almost every week

there are fresh calls upon reserves, to take

the place of troops despatched to the front.

Since the war began six army corps have also

been successively mobilized to reinforce the

army in Manchuria, and every day the cost of

this army grows, and incidental expenditure of

all kinds increases in volume. So long as

only Boxers were to be encountered, the Rus-

sians could pretend they had 200,000 men in

the field, and could charge the Chinese with the

cost of their maintenance at the settlement, in

the manner exposed six months ago by our cor-

respondent at Peking. It did not matter then, in

a military sense, that not one quarter of these

numbers were really present; but it does matter

now, and Russians have to bear the cost in the

long run, even if foreign countries find the

money for the moment.

Mr. Lévy, the French financial authority,

calculated three months ago that the direct

additional cost of the war to Russia was between

six and seven millions sterling a month.

The strain has been largely increased during

the past three months owing to disasters

on land and sea, and we shall be well

within the mark if we estimate the cost of

the war to Russia at £3,000,000 a month for the

maintenance of 300,000 men in the field in

East Asia, and the execution of all measures of

SHIPPING.

ARRIVALS.
BAROSE, British str., 2,619, Arthur Lee, 27th Oct.,—Shanghai via Foochow 25th Oct., General—Nippon Yusen Kaisha.
COURTFIELD, British str., 2,374, Martin, 27th Oct.,—Chingwangtao 21st Oct.,—Gibb, Livingston & Co.
KIRKNEB, British str., 2,275, W. J. Dermody, 26th Oct.,—Cardiff 19th Sept., Coal—Admiralty.
KOH ICHANG, German str., 1,292, Gosenwisch, 27th Oct.,—Bangkok 18th Oct., Rice and Wood—Butterfield & Swire.
PALAMCOTTA, British str., 2,208, E. H. Garland, 27th Oct.,—Calcutta 30th Sept., General—Jardine, Matheson & Co.
POLIUS, Norwegian str., 779, C. Sorensen, 27th Oct.,—Shanghai 22nd Oct., Ballast—Jardine, Matheson & Co.
TAISHAN, British str., 1,121, A. Jones, 27th Oct.,—Saigon 22nd Oct., Rice and Meal—Bradley & Co.
TAYLUM, British str., 1,460, L. Dawson, 26th Oct.,—Kobe 20th Oct., General—Butterfield & Swire.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
27th Oct.
Barose, British str., for Singapore.
Oscar II, Norwegian str., for Sourabaya.
Pakhoi, British str., for Chetoo.
Wuhu, British str., for Swatow.

DEPARTURES.
26th Oct.
BAINBRIDGE, U.S. torpedo-boat, for Manila.
BARRY, U.S. torpedo-boat, for Manila.
CHARTNEY, U.S. torpedo-boat, for Manila.
DALE, U.S. torpedo-boat, for Manila.
DECAEUW, U.S. torpedo-boat, for Manila.
27th Oct.
CARL DIEDERICHSEN, Ger. str., for Heilow.
COURTFIELD, British str., for Suez I-land.
HANGSANG, British str., for Taiwan.
HUE, French str., for Huphiong.
KUMRANG, British str., for Calcutta.
NUNANTIA, German str., for Moji.
PRINCESS ALICE, British str., for Shanghai.
WUOSUN, British str., for Shanghai.

VESSELS IN DOCK.
27th Oct.
ABERDEEN DOCKS.—Belgian King.
Kowloon DOCKS.—Lilin, U.S.S. Fathomer.
H.I.G.M.S. Hanna, German str., Sefala.
COSMOPOLITAN DOCK.—Derwent, Chantia.

VESSELS PASSED ANKER.
Oct. 5, Dutch str., Ougaran, de Boer, Oct. 5, from Batavia for Rotterdam.
Oct. 6, British str., Prometheus, Muir, Oct. 6, from Batavia for Amsterdam.
Oct. 9, British str., Fialka, Wilson, from London for Batavia.
Oct. 10, Dutch str., Salak, Sharp, Sept. 3, from Rotterdam for Batavia.
Oct. 11, British str., Zeland, Wright, Oct. 9, from Singapore for Christmas Island.
Oct. 12, British str., Saffordia, Crisp, Aug. 12, from Penarth for Manila.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAIMUN".
Captain Robson, will be despatched for the above ports TO-DAY, the 28th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 26th October, 1904. [253]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CAUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"TRIESTE".
Captain Mistrorigo, will be despatched as above TO-DAY, the 28th inst., at Noon.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Princes' Buildings.
Hongkong, 4th October, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
1904.
"ST. HUGO" 25th Nov.
"SHIMOSA" 18th Dec.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 9th August, 1904. [187]

NATAI LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
551 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [2]

HONGKONG-MACAO LINE.
S.S. "WING CHAI".
Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.
FARES—(week days) 1st Class including cabin and servant, single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1. Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Storage 10 cents.
Fifth and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904. [23]

HONGKONG-CANTON LINE.
THE British steamship
"YING KING,"
Captain E. J. Page of 1068 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class \$3.00 for Single journey
2nd 1.50
Meals 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG S'HAU VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"ARABIA" 4,488 Bahr November 19th, 1904.
"ARAGONIA" 5,188 Schult December 13th, 1904.
"NICOMEDIA" 4,370 Wagner January 9th, 1905.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 14th October, 1904. [114]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.
ZAFIRO 2540 R. Rodger Manila, Sat., 29th Oct., 10 A.M.
RUBI 2540 R. W. Almond Manila, Sat., 5th Nov., 10 A.M.
For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 25th October, 1904. [118]

OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
FOR
TAMSUI, VIA SWATOW AND AMOY
ANPING, VIA SWATOW AND AMOY
TAMSUI, VIA SWATOW AND AMOY
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been retained for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
Hongkong, 24th October, 1904. T. ARIMA, Manager [115]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAL AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd Nov.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 16th Nov.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 14th Dec.
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 28th Dec.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 11th Jan.
Hongkong to London, 1st Class via St. Lawrence 240 via New York \$62.
Intermediate on Steamers, \$40 \$42.
and 1st Class Rail
THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP	MICHAEL	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	12th Nov.
LONDON & ANTWERP	BENALDER	Brit. str.	T. G. Steevens	GIBB, LIVINGSTON & CO.	About 19th Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	P. W. W. W.	BUTTERFIELD & SWIRE	22nd Nov.
MARSEILLES & LONDON	UYSES	Brit. str.	P. W. W. W.	BUTTERFIELD & SWIRE	5th Nov., Noon.
BREMEN, VIA PORTS OF CALL	BRISGAVIA	Ger. str.	Schulke	MEYER & CO.	4th Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINE	19th Nov.
HAVRE & HAMBURG	SHOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINE	29th Nov.
HAVRE & HAMBURG	SNEGAMBIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	HAMBURG-AMERIKA LINE	27th Dec.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINE	11th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mistrorigo	SANDER, WIELER & CO.	To-day, P.M.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	R. Day	BUTTERFIELD & SWIRE	22nd Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.		STANDARD OIL CO.	About 12th Nov.
VANCOUVER, VIA SHANGHAI, &c.	ST. HUGO	Brit. str.	F. N. Evans	DODWELL & CO., LD.	About 25th Nov.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	16th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LIBA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	YANGTZE	Brit. str.	Bahr	BUTTERFIELD & SWIRE	1st Nov.
PORTLAND, OREGON	TAIFUAN	Brit. str.	L. Dawson	PORTLAND & ASIATIC CO.	19th Nov.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CYLLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	16th Nov., Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMANG	Brit. str.	W. B. Brown	BUTTERFIELD & SWIRE	About 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PAKHOT	Brit. str.	Tuebbin	JARDINE, MATHESON & CO.	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SIKH	Brit. str.	Rowley	BUTTERFIELD & SWIRE	30th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WUHU	Brit. str.	E. Richards	GIBB, LIVINGSTON & CO.	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHOTSANG	Brit. str.	Roope	BUTTERFIELD & SWIRE	30th inst., A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LANCA	Brit. str.	J. B. Ferguson	JARDINE, MATHESON & CO.	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGCHOW	Brit. str.	H. W. Kenrick	BUTTERFIELD & SWIRE	31st inst., Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHUSAN	Brit. str.		P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	About 4th Nov.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALAMCOTTA	Brit. str.	E. H. Garland	JARDINE, MATHESON & CO.	3rd Nov.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	M. STRUVE	Jap. str.	T. Brandt	JARDINE, MATHESON & CO.	30th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FRITHJOE	Jap. str.	H. A. Haraldrsen	OSAKA SHOSEN KAISHA	30th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PROVIDENCE	Jap. str.	C. Cornelsen	OSAKA SHOSEN KAISHA	6th Nov., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAIMUN	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	2nd Nov., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KANST	Brit. str.		BUTTERFIELD & SWIRE	To-day, Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	4th Nov.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAKING	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	E. W. Garlick	SHEWAN, TOMES & CO.	1st Nov.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TRÉMONT	Brit. str.		DODWELL & CO., LD.	5th Nov., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HINSANG	Brit. str.		JARDINE, MATHESON & CO.	About 2nd Jan.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship
"KENNEBEC"
will be despatched as above on or about the 12th November.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1904. [2439]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE".
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 10th November, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th October, 1904. [2472]

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER".
Captain McIntosh, will be despatched as above on or about the 19th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1904. [2469]

HONGKONG-MACAO LINE.
S.S. "WING CHAI".
Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.
FARES—(week days) 1st Class including cabin and servant, single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1. Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Storage 10 cents.
Fifth and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-Ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904. [23]

HONGKONG-CANTON LINE.
THE British steamship
"YING KING,"
Captain E. J. Page of 1068 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class \$3.00 for Single journey
2nd 1.50
Meals 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.
S.S. "WING CHAI".
Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.
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MING ON & CO.,
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Hongkong, 7th October, 1904. [23]

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MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904. [23]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.
1904.

PRINCESS ALICE	WEDNESDAY	9th November
PRINZ HEINRICH	WEDNESDAY	16th November
PRINZ REGENT LUITPOLD	WEDNESDAY	23rd November
PREUSSEN	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
SEYDLITZ	WEDNESDAY	4th January 1905
GNEISENAU	WEDNESDAY	15th January
BAVERN	WEDNESDAY	1st February
ZIETEN	WEDNESDAY	15th February
SACHSEN	WEDNESDAY	1st March
PRINCESS ALICE	WEDNESDAY	15th March
PRINZ REGENT LUITPOLD	WEDNESDAY	29th March
PREUSSEN	WEDNESDAY	12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	26th April

ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at Noon, the Steamship "PRINCESS ALICE," Captain P. W. W. W., with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 8th November.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.
Hongkong, 27th October, 1904. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL...	"YANGTZE"	On 27th October.
GLASGOW AND LIVERPOOL...	"DARDANUS"	On 1st November.
GLASGOW AND LIVERPOOL...	"NINGCHOW"	On 11th November.

OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON...	"ULYSSES"	On 5th Nov. Noon.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

Butterfield & Swire,
AGENTS.

Hongkong, 25th October, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI CHEFOO & NEWCHANG PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"WUHU" "PAKHOT"	On 28th October. On 28th October.
KOBE MANILA SHANGHAI NINGPO and SHANGHAI SWATOW and CHEFOO	"TAIYUAN" "TSINAN" "TAMING" "CHANGCHOW" "WHAMPOA" "KANSU"	On 29th October. On 1st November. On 2nd November. On 3rd November. On 4th November.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

Butterfield & Swire,
AGENTS.

Hongkong, 26th October, 1904.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAIWEI	"ESANG"	Sunday, 30th Oct., D'light.
SHANGHAI VIA SWATOW	"CHOYSANG"	Monday, 31st Oct., Noon.
SINGAPORE and SOURABAYA	"HINSANG"	Thurs., 3rd Nov., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—

Jardine, Matheson & Co.,
GENERAL MANAGERS.

Hongkong, 28th October, 1904.

[1938]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

FOR	STEAMERS	TO SAIL
S.S. "SWANLEY"	Captain J. P. Dawson.	
S.S. "COURTNEY"	Captain J. W. Martin.	
S.S. "GRANLEY"	Captain W. E. Steele.	
S.S. "KIBAL"	Captain A. Jennings.	
S.S. "ASCOT"	Captain C. E. Cox.	
S.S. "TWEEDDALE"	Captain T. M. Milne.	
S.S. "LOTHIAN"	Captain J. C. Williamson.	
S.S. "INKUM"	Captain E. S. Pearce.	

The S.S. "SIKH" will leave on SUNDAY MORNING, the 30th inst., for Chefoo and
Durban.
For Freight, apply to

Gibb, Livingston & Co.,
AGENTS.

Hongkong, 27th October, 1904.

[2030]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLY-MOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"COROMANDEL"
Captain G. M. Montford, R.N.R. carrying His
Majesty's Mails, will be despatched from this
Bombay on SATURDAY, the 5th November,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Oceana," 6,610 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London.
Other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Egypt," due
in London on the 18th December, 1904.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1904.

[1]

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN,
37, DES VOURS ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd June, 1904.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., s.s. Macedonia.
From Persian Gulf ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., To-day, the 21st inst.

Goods not cleared by the 25th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
three days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1904.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGROVIA."
Captains Schönbeld, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary has been given before To-day,
the 21st inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 21st October, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON,"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 23rd inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 25th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th inst., will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st October, 1904.

[10-11]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
28th inst., will be landed at Consignees' risk
and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 26th October, 1904.

[2532]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD."

of the Norddeutscher Lloyd,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary has been given before 11 A.M.,
To-morrow MORNING, the 26th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st November, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 1st November, at
9.30 A.M.

All Claims must reach us before the 7th
November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 25th October, 1904.

[5]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANJA."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., To-day, the 26th inst.

Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
three days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PYRRHUS."

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 2nd prox.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd prox.,
will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1904.

[10-11]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Company's Steamship

"TRIESTE."

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 2nd November, or they will not
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 2nd
November, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 26th October, 1904.

[13]

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, Laryngitis, Colds, with
Whooping, Bronchitis, Catarrhal
affections, and difficulty in Expec-
toration, are promptly relieved by
these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Gri-
mault's Matico as the most active and at
the same time the most inoffensive remedy
in the treatment of Acute and Chronic
Discharges. The Capsules, unlike Copals,
have not the inconvenience of producing
Nausea.

MATIO INJECTION is used in recent
AND
MATIO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, Sold by all Chemists.

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GRIMAULT & Co., Paris, Sold by all Chemists.

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SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilman & Co.	ARRATON APCAR, British str., 2,831, G. Fey, 26th October, Calcutta 9th Oct., General. —David Sassoon & Co.	BAN A, British str., 3,794, J. B. Fergusson, 26th Oct., London 8th Sept., Singapore 21st Oct., General.—P. & O. S. N. Co.	BAWERTY, British str., 1,542, Shotton, 22nd October, Labuan (Borneo) 15th Oct., Coal. —Order.	ELGIAN KING, British str., 2,153, Hayton, 22nd Oct., Kutchinotsu 16th Oct., Coal. —Dodwell & Co.	BINU THUAN, French str., 983, Ribault, 15th October, Samang 29th Sept., Sugar.— Bradley & Co.	EIG, Norwegian str., 703, Christophersen, 30th Sept., Hilo 26th September
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